RAIL TRAVEL newsletter

25¢

VOL. 3 NO. 9
FIRST ISSUE OF
MAY 1973
#59

THIS DOUBLE-SPREAD cover photo is the first in a series depicting the beauties of rail travel. All the elements in this picture are appealing: the graceful sweep of the seven-car train, the architecturally interesting station with its mortarless brick walk, the background of trees and church spire, the varied expressions of excitement, expectancy and serenity in the waiting passengers. These important facets of the travel experience must not disappear from the American scene. Unfortunately, the train pictured, the NATIONAL LIMITED (westbound at Kirkwood, Missouri last March 24, photographed by John D. Greaves), is recommended for discontinuance by the DOT

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THE POSTAL SERVICE gets $1.92 of your yearly subscription money to RAIL TRAVEL NEWSLETTER. RTN gets the rest--$4.08. That's 34¢ a month for us so we can bring you the big and little news you want most. We hope you think that's a bargain for 24 issues a year. And you get it by first class mail, so you get the news and the other tidbits as fast as possible. If you're not a subscriber, why not send your $6.00 today for a whole year of good things in a small package? Write: Box 9007, Berkeley, California 94709.

BACK ISSUES OF RAIL TRAVEL NEWSLETTER AVAILABLE

At the present, the following back issues of RTN are still available (Vol. 1 has 26 issues, starting with Dec. 7, 1970 issue; Vol. 2 has 24 issues, for the year 1972; Vol. 3 began with 1973, and this is the 9th issue):

Vol. 1, Nos. 1-6, 18, 22, 23. Vol. 2, all 24 except Nos. 1 and 4. Vol. 3, all available.

The price of back issues is 25¢ each. These are sent by third class mail. If we are out of an issue you order, we will credit your present subscription if you are a current subscriber unless you indicate otherwise.

Write: Message Media, Dept. RTN, Box 9007, Berkeley CA 94709.

Rail Travel Newsletter, Vol. 3, No. 9 (Whole No. 59), First Issue of May, 1973. Published twice monthly by Message Media, P.O. Box 9007, Berkeley, California 94709. Subscription $6.00 per year; single copy 25¢. STAFF: James Russell, Editor; Paul Rayton, Editor-at-Large; Kenneth Maylath, East Coast Correspondent; Peter Roehm, Northeastern Correspondent; Doug Ellis, Staff Photographer.
Scheduled mailing date for this issue: May 18, 1973.

NEW OTTAWA-TORONTO train referred to earlier in RTN (1st April issue), the EXEC, began running April 29. The train covers the route in 5 hrs 10 mins, compared to about 35 mins longer before April 29. The old departure times of 16:40 and 16:50 from Ottawa and Toronto respectively have been moved back to 17:30 from both cities. The train's first eastbound run arrived Ottawa 25 mins late. Besides the standard Club-galley car, the train includes a new "Club 45" car. This is only an ordinary club without a galley, thus no meal service. Passengers prefer the club with food, which is often sold out while the other club carries one or two passengers. The old train operated as a section of the Montreal-Toronto BONAVENTURE...

BESIDES THE EXEC, Canadian National has speeded up the BONAVENTURE--now 5 hrs 30 mins each way, versus 5'39" and 5'44" before--, which perhaps is being groomed as an overflow train for the Turbo. CN's April 29 timetable lists the Turbo, with an afternoon trip in each direction between Toronto and Montreal, but the starting date is unannounced. Running time will be 4'10", compared to 4'59" for the existing afternoon Rapidos, which Turbo will replace. (When Turbo first appeared in 1969, the running time was billed as 3'59".) Another improvement noted in the timetable: more than an hour has been cut from the excruciatingly slow schedule of the SUPER CONTINENTAL...

DEVELOPMENT OF LRC (lightweight, rapid, comfortable) trains beyond the prototype stage may be difficult to imagine in view of the Canadian Government's lack of passenger train policy, unless the consortium working on them feels it will come up with a bug-free product of sufficient quality to woo Amtrak. Amtrak, of course, is the market to go after, and everybody here knows this. In order for the private consortium to gamble enough funds to bring the LRC to the production stage, it must be almost guaranteed large sales. The irony is that the Canadian Government is spending large sums to develop STOL, on the grounds of promoting Canadian technology, while it shows indifference to Canada's most promising technological conception in years, LRC. If LRC is fully developed, American (Amtrak) interest will most likely be the impetus, and in this event one would imagine demonstrations taking place south of the border, not in Canada. This would seem to squash the gossip reported here last time that a Calgary-Edmonton demonstration might occur. Such a demonstration would probably be unthinkable because of Canadian Pacific opposition...

CANADIAN NATIONAL PASSENGERS: If you missed it on the SP in the 1960's, see it again on CN, here, now. Advertising cut (very little on the new EXEC service); sleeping cars dropped en masse; running times lengthened; employees' morale non-existent. The present power behind the CN throne, Robert Bandeen (Ph.D, Duke University, Economics) even physically resembles SP President B. F. Biaggini. Titanesque CN President Donald Gordon (who presided over the CN passenger buildup in the 1960's) had not even been dead a full month when Bandeen began making SP-like anti-passenger speeches at various transportation meetings and conferences in spring, 1969. CN passenger department managers, like their counterparts on SP in the mid-60's, last about 18 months now. Latest to go was A. O. Olynyk. Friends say that altho competent, he was simply unable to cope with the grimness and intrigue surrounding passenger operations. The unhappiest thought is that, based on the American experience, there is a long way to go before "Cantrak" or "Rail Canada" is formed...

NO AMTRAK RESERVATIONS or tickets are sold by either CN or CP in many locations in Canada. Before Amtrak, both U.S. and Canadian railroads sold interline tickets for trips across the border. This is a special source of concern in the West, where business on the PACIFIC INTERNATIONAL, tho beginning to develop, is retarded by this lack of cooperativeness. CN executives are said to be especially embarrassed by the continued high patronage of Amtrak's new MONTREALER. When questioned by government officials at the time Amtrak was planning the Montreal run, CN officials said it would quickly fail, as there was "no market"...

RETAINING ITS POPULAR red-white-blue fare scheme for the present, CN has, however, reduced the number of "red" days (lowest fare) and increased the "blue" days (highest fare). During the October-May "off" period, Saturday had been a "red" day. Now it is white (intermediate fare). June and September, which formerly had two blue days and five white days per week, now have four blue and three white...

MAIN LINE ELECTRIFICATION on CP Rail from Vancouver to Calgary continues to draw closer, and likewise a heavy-service branch line from Golden, B.C. on the main line to the Crowsnest coal mining area on the B.C.-Alberta border. Newspaper financial pages carry notes and quote company officials on this project with increasing regularity. If undertaken, the wire will extend as far west as CP Rail's large yard several miles east of downtown Vancouver. This has been taken to mean that passenger operations west of Calgary (if they survive) would continue to use diesel power unless someone other than CP Rail would pay for bringing the wire into downtown...

ALASKA MARINE HIGHWAYS (the state ferry system) reported in mid-April that all ferry cruises leaving Seattle-Pier 48 were sold out until fall. Some reservations may yet be obtained for more frequent service from Prince Rupert, B.C. A number of interesting ferry, rail and bus combinations may be worked out for travel from the West coast of the U.S. to Canada and Alaska. Railfans bound for Prince Rupert may take the British Columbia Railway (formerly Pacific Great Eastern) tri-weekly service from Vancouver to Prince George. This is a daylight run leaving North Vancouver in early morning, arriving Prince George about 10:30pm. After an overnight stay, be up bright and early for a magnificent day on the CN Prince Rupert train, running daily thru the summer. Affectionately known as the "Rupert Rocket," the train provides scenery on this ex-Grand Trunk Pacific line that should not be missed. The CN station at Prince Rupert is 2 miles from the Alaska Ferry slip.

From Seattle CPR's "Princess Marguerite" sails daily in the summer for Victoria, leaving Pier 64 at 8am. In Victoria, connections can be made by bus (requiring an overnight stay at Campbell River) for the every-other-day "Queen of Prince Rupert," ocean-going ferry of the B.C. Ferry System. Connections are made by the "Queen" at Prince Rupert with Alaska Ferry departures. If you are in no hurry, the E&N daily (except Sunday) rail diesel car run north from Victoria to Courtenay traverses spectacular scenery away from the highway, and you can still catch your bus for Kelsey Bay, 219 miles north of Victoria, southern terminus of the "Queen." Get info from: Alaska Marine Highway system, Pier 48, Seattle, WA 98104; B.C. Ferries, Tsawwassen, B.C.; and Coachways, Union Bus Terminal, Edmonton, Alta. The last-named offers bus service to many Alaska points from Edmonton.

WASHINGTON STATE FERRY "Evergreen State" is running again after repairs to damage sustained in a wild windstorm on the Anacortes, WA to Sidney, B.C. run. It was crossing Rosario Strait to Anacortes when a howling windstorm suddenly worsened and caused two enormous waves to crash onto the vessel. Winds over 80mph were rocking the Puget Sound area at the time. The Friday Harbor Journal reported "everything movable crashed to the floor," but there was no panic. Ferry officials say it's almost impossible, but sea water crashing over the cardeck was sucked into engine vents, flooding a portion of the engine room and placing lots of salt in the electric drive motors, cutting power. Three Coast Guard cutters and a tug assisted the vessel to port. The vessel's veteran purser died of a heart attack during the incident, shortly after expressing his fear of the storm to passengers...

CONFIRMED! VANCOUVER, B.C. Hydro transit system has indeed purchased the former Kitchener, Ont. trolley fleet. First of the coaches will arrive in Vancouver in late May. Five of these trolleys are ex-Ottawa coaches, veterans of Ottawa's lone (Bronson St.) trolley coach line that quit in 1959 when the last streetcars rolled in the nation's capital. This makes them third-hand coaches in B.C. Quite rare!...

EDMONTON HAS ORDERED 37 new electric trolley coaches to be delivered in the 73-74 fiscal year to begin replacement of the fleet of 92 electric coaches built 1947-1954...

ENERGY IS THE NAME OF THE GAME

A new "crisis" has emerged out of Washington within the past few weeks or months, gradually gathering momentum. The shortage of fuel, especially of petroleum and petroleum products, and the need to conserve energy have come forcefully to the fore. As one New York Times columnist noted, Washington seems unable to act upon a problem until it reaches a crisis state. Scientists and planners have of course been warning of the squandering of our fuel reserves for years. Now suddenly the problem has become acute. Some blame the Administration for not acting sooner in allowing the importation of additional oil from abroad.

What this means for transportation is a shortage of gasoline and diesel fuel, the closing of many service stations and the threat of gasoline rationing. Railroads and bus operators are finding themselves short too, and prices of fuel higher. It has been widely stated in the media that gasoline prices could climb to one dollar a gallon within perhaps a year. (Present prices surveyed locally by RTN are about 40¢ a gallon for regular and 43¢ for premium gasoline, on the average.)

Importantly, the energy crisis has clearly emerged as the number one argument for fostering efficient modes of transportation--and in this respect railroad trains have it all over other transportation means. Already government officials are naming energy shortages even above pollution and congestion problems in citing reasons for alterations in transportation policies.

In all this, oil companies are playing along with the Administration in urging a conservation of fuel. For example, Mobil Oil is running large newspaper ads stating "Starting today, we want to show you how to get along on less gasoline." The ad goes on to say that "Selling less gasoline may seem an extraordinary role for an oil company. But we feel it's the only way to go in this situation." Mobil recommends slower highway speeds for economy, urging a top of 50mph, to use 11% less fuel than at 60. "Right now just slow down, America. Slow down and save gasoline. Remember, 50 is thrifty."

What do auto buffs think about the situation? Motor Trend magazine, the biggest Establishment publication, published a major article on gas rationing in the May issue. The tone was generally accepting and even sympathetic to the problem. The prediction made there: "The nation's urban centers will most likely see fewer cars, but the methods of accomplishing that will involve incentives rather than requests." This forecast is the same that one sees and hears in all the media increasingly in these days of rapidly growing awareness of the problems created by unchecked auto population growth.

It looks as if the time of the passenger train and of better urban mass transit is coming along faster than we realize.

HEARINGS TO BE HELD ON THE NORTHEAST RAILROAD PROBLEMS

May 29 and 30 will see the opening of Senate Commerce Committee hearings on the problems of bankrupt Northeast railroads. Sen. Vance Hartke, passenger train supporter from Indiana, is chairman of the committee. More than ten bills will be considered. Plans submitted by the DOT and the ICC are expected to get the most attention. Five bankrupt railroads in addition to the massive Penn Central must be dealt with. The House subcomittee on transportation is now holding similar hearings. The President of the Association of American Railroads testified before the House group May 10 that "government ownership of the railroads is a natural and inevitable evolutionary development. He said the government should take over all existing passenger service in the Northeast Corridor, leaving the railroads to run the profitable freight service.

NORTH COAST HIAWATHA WILL TAKE NEW ROUTE

As reported here in the last issue, Amtrak's tri-weekly NORTH COAST HIAWATHA will run between Seattle and Chicago using the former Great Northern route over Stevens Pass rather than the present route also used by the EMPIRE BUILDER, the old Northern Pacific route. Running time will be shortened by an hour, since the more northerly GN route is 65 miles shorter than the presently-used Stampede Pass route thru the state of Washington. East of Spokane the trains will use the same routes as at present. The HIAWATHA will leave Seattle at 6pm, rather than the 5pm shown in the April 29 timetables. The full schedule is not yet available to us, but the westerly portion is: ar Edmonds 6:36, Everett 7:00, Wenatchee 10:25, Ephrata 11:50, Spokane 2:30 am. Westbound the arrivals are Spokane 11:30pm, Ephrata 2am, Wenatchee 3:16, Everett 6:50am, Edmonds 7:15, Seattle 8am on the present tri-weekly days. The schedule change begins with the train that leaves Chicago June 11. The new 6pm departure time will permit a connection from the northbound daily (in summer) COAST STARLIGHT at Seattle, whose arrival time is 5:20. For the first time this change offers West Coast travelers another route to Chicago without a layover in Seattle.

AMTRAK'S RIDERSHIP COUNTS ELUCIDATED

Considerable question has arisen about the ridership figures supplied by Amtrak and printed in our last issue. It has been learned that these figures are estimates calculated by formula from data supplied by the individual railroads. All figures for Santa Fe routes (SUPER CHIEF, TEXAS CHIEF, INTER-AMERICAN, as well as the SAN DIEGANS which we did not print) for the month of February were incorrect, but we have not yet received the correct figures as we go to press. Apparently all those ATSF figures were underestimates. Amtrak will not have accurate counts until its own computer reservation system is fully operative.

POTOMAC SPECIAL GONE - NEW TRAIN APPEARS

The often controversial POTOMAC SPECIAL, the experimental train between Washington DC and Parkersburg WV, nicknamed the "Harley Staggers Special" after the West Virginia Congressman who persuaded Amtrak to put it on in September 1971, made its last run on May 5. At the beginning of its life the train was a Turbo--the POTOMAC TURBO, a fact that elicited widespread criticism that Amtrak was using a "scarce public relations asset" on a route of relatively low patronage. The Turbo was then replaced by conventional equipment.

Amtrak announced in a May 4 press release that a new train would commence running May 7 on an abbreviated route between Washington DC and Cumberland MD thru June 30. This decision was made with the understanding that the states of Maryland and West Virginia would underwrite two-thirds of the train's losses after that time. The schedule of the new, unnamed train is below:

westbound - read down			eastbound - read up	
Sat. Sun. Hol.	Mon-Fri ex Hol.		Mon-Fri ex Hol.	Sat. Sun. Hol.
11:00 am	4:50 pm	Washington	8:35 am	7:30 pm
11:12 am	5:02 pm	Silver Spring	8:20 am	7:15 pm
11:55 am	5:45 pm	Brunswick	7:37 am	6:32 pm
12:05 pm	5:55 pm	Harpers Ferry	7:27 am	6:22 pm
12:29 pm	6:19 pm	Martinsburg	7:02 am	5:57 pm
2:02 pm	7:52 pm	Cumberland	5:30 am	4:25 pm

The reader will note that this schedule follows the old schedule exactly except that the weekday eastbound train leaves Cumberland MD at 5:30 am instead of 9:05. The new run is 146 miles long, in contrast to the 351 miles of the route to Parkersburg.

Two Formative Years

FURTHER REFLECTIONS ON AMTRAK AT TWO by Wes Roberts & Jim Russell

Over the past two years RTN has continually monitored Amtrak's performance. Improvements have come slowly but surely. Considerable apprehension and doubt were generated, particularly during the first year, because Amtrak's performance failed even to live up to its own promises. Press and public relations jazz about completely refurbished trains failed to materialize, and the few newspaper ads promising the trains were worth traveling again were overshadowed by a parade of conflicting reports that all was not well.

On-time performance remained poor on many routes, and equipment malfunctions raised tempers and temperatures during summer heat. Demand during the summer of '72 overwhelmed Amtrak's telephones, ticket counters, and trains. The late arrivals, unanswered telephones, and reservations snafus didn't help the cause of rail travel, but Amtrak tried and tried hard. Additional cars were leased, added dining facilities were incorporated into heavily patronized trains such as the COAST STARLIGHT, and special bus runs were used to make crucial connections when trains were running late.

Refurbished equipment began to appear in the West in 1972--at first just an occasional car, then later several cars per train. Experiments with fare reductions showed the public would respond, and operation of some tri-weekly trains on a daily basis during Christmas and summer peak seasons showed the business is there.

During these two formative years Amtrak has turned around the decline of rail travel and it has begun to find its role in intercity transportation, even if its progress has been maddeningly slow in the view of rail enthusiasts. Given its shortsighted funding, antagonism of major rail presidents to passengers even when serving on Amtrak's Board of Directors, and the nearly absent support of the White House, it is retrospectively not surprising that progress was slow. Nevertheless, the broad view over the past two years is filled with optimistic signs.

two years ago

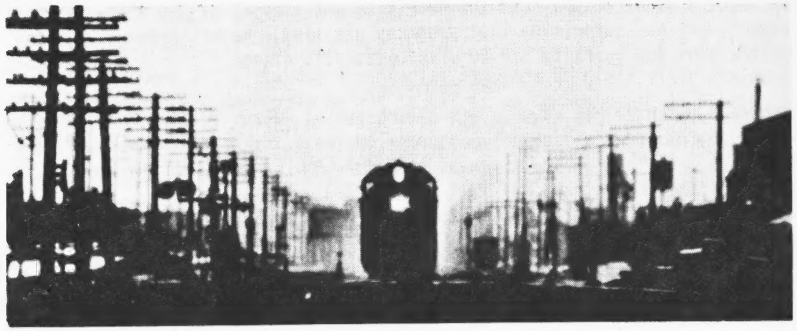
Western rail observer Wes Roberts was aboard two of Amtrak's first runs back in May of 1971, and has been a frequent passenger on these trains since then. By way of contrast, we print his observations of both the SAN FRANCISCO ZEPHYR and the COAST DAYLIGHT/STARLIGHT, circa May 1971 and May 1973.

SAN FRANCISCO ZEPHYR - ON THE OVERLAND TRAIL. The Chicago-bound CALIFORNIA ZEPHYR (at least identified as such in the timetable) pulled into the station shortly after the departure of Amtrak's first train from Oakland--the unnamed COAST DAYLIGHT. It was leaving at 9:50am instead of the 7:30am listed in that collector's issue timetable, due to last minute confusion and rescheduling made necessary by Rio Grande's refusal to join Amtrak or to cooperate in operating a CALIFORNIA ZEPHYR over its rails. Fans riding to Sacramento to sample Amtrak's "new" service found little different from previous CITY OF SAN FRANCISCO runs--an Amtrak sticker or two attached to the menus, and a mixture of GN, Burlington, UP and SP equipment. Uniforms, prices, bare plastic tabletops, employees--virtually everything--was just as before. If Amtrak was to revitalize and save the passenger train, it was hard to tell on May 1. More interest was generated by the various "last runs" arriving at their western terminals than by the skeletonized new services departing.

The 1973 version of the Overland Route service is a significant improvement over those first efforts. Refurbished cars now make up about half the train--generally the coaches and the ex-SP dome lounges--but the remaining cars typically are well-maintained Burlington equipment, many still lettered for the CALIFORNIA ZEPHYR. Since its inception, SP, UP and BN have alternated dining car crews. At first,

menus and prices differed depending on the day of operation (wise travelers avoided the SP days!), but this was corrected in mid-1971. SP's domes--the only domes SP permits anywhere over its tracks--have run sporadically since Amtrak took over, and now sport Amtrak's exterior striping and snappy, bright interior finishes. Timekeeping has improved, and when emergencies occur the train now is likely to be rerouted rather than annulled as in days of old. Extra cars, usually SP articulated coaches, regularly run from Oakland to Sparks to handle the heavy Reno traffic. The daylight ride over the spectacular Sierra Nevada has been widely sold as a convenient, scenic introduction to train riding for thousands of passengers who barely knew there was service here before the days of Amtrak. SP's infamous "CITY" charge is gone, so it no longer requires an extra fare to cross the state line. The train sports all the niceties which Amtrak has brought back--good wholesome food with linen and fresh flowers in the diner, almonds with beverages, train stationery, and occasional Passenger Service Representatives. The ZEPHYR at age two has crew members now attired in Amtrak's new uniforms (except for SP trainmen), and as a general rule service is efficient and pleasant. The passenger once again is a pampered commodity. The consist typically includes 3 or 4 SP "F" unit diesels, a baggage dormitory, 3 or 4 sleepers, diner, dome lounge, and 3 or 4 thru coaches, plus the Sparks coaches (see photo p.8). Extra cars operate from Denver to Chicago, comprising the DENVER ZEPHYR portion of the run. For the upcoming daily operation this summer, Amtrak plans to run as many as 7 coaches thru to Oakland, and will augment the diner with an additional car for food service.

UP AND DOWN THE COAST - BY DAYLIGHT AND STARLIGHT. May 2, 1971 saw the inauguration of the only really new service on the Western routes. The 7am departure saw a 3-car train pull out of San Diego's mission style station. A Santa Fe lounge, and an SP coach and sleeper were led by a throbbing F unit in the familiar Santa Fe war bonnet paint scheme. At Los Angeles the two SP cars were inserted into a waiting



ALMOST AN ABSTRACT - Paul Rayton's head-on photo of the COAST DAYLIGHT pulling out of the San Fernando Valley of Southern California last January and heading for fresher places, symbolizes American rail travel in this beginning third year of the Amtrak era.

string of matching SP equipment, and the thru service was underway. From Los Angeles the train was composed entirely of matching Budd-built SUNSET LIMITED cars--four coaches, diner, lounge, and two sleepers. Fifteen minutes lost in switching maneuvers at LAUPT were made up by Santa Barbara. Again there was little to distinguish the service from previous SP trains, and this train was a near duplicate of the pre-Amtrak CASCADE except for its two terminals. There was a slight air of hope and optimism among the crew. Maybe the downhill slide of rail travel would be reversed.

(continued on page 13)

NORTHEAST TRAINS AND THE NEW TIMETABLE - AN ANALYSIS by Ken Maylath

Last issue we discussed many of the important changes in Amtrak's April 29 timetable. The following covers changes in Northeast trains in that schedule:

Empire Service trains west of Albany get another 10 mins of operating time. At the same time, reliability between New York and Albany should edge up since a slowdown which consumed a couple minutes is now ended--altho schedules remain the same.

Minimal changes on the Philadelphia-Harrisburg line. An adjustment made between timetable publications appears for the first time: a 10:15am Silverliner run out of Harrisburg, just ahead of the NATIONAL LIMITED--apparently the result of the eastbound NATIONAL's chronic lateness. At the same time, the 9:10pm departure from Harrisburg, set up on the previous schedule as daily, becomes Sunday only.

On the Springfield line, the biggest change is yet another revision of the BAY STATE (which did not become the FENWAY as stated in one advance report). In a new departure, it is now oriented toward Boston, rather than New York, with a 6:55am departure from New Haven (later on weekends) with arrival in Boston at 10:47. Returning, out of Boston at 5:10pm (with restrictions to prevent its use by commuters on the B&A) arriving in New Haven at 8:53 and making a close connection with the BUNKER HILL for New York. The schedule of this train has jumpted all over the timetable, often with major changes every few months. The question may fairly be asked, how does one build patronage on that basis? What's really needed is a pair of trains, with morning and late afternoon departures from either end, N.Y. & Boston.

With the WASHINGTONIAN's later departure from Springfield, at 5:55, it provides a more useful early morning service to New York from that area--with the primary morning run out of Springfield, the CONNECTICUT YANKEE, being moved back from 6:30 to 7.

Out on the main line, the first train of the day out of Boston, renamed the EAST WIND, gets out even earlier (5:05) and provides a connection with the SILVER STAR. It also goes from 5 to 6 days a week operation. The first conventional departure from N.Y. to D.C. goes back to a more desirable 8am from 8:35--where it was actually a continuation of the WASHINGTONIAN. The 9am train to Philadelphia is a replacement for the 8:35 run to Philly which existed before the WASHINGTONIAN assumed that time slot briefly.

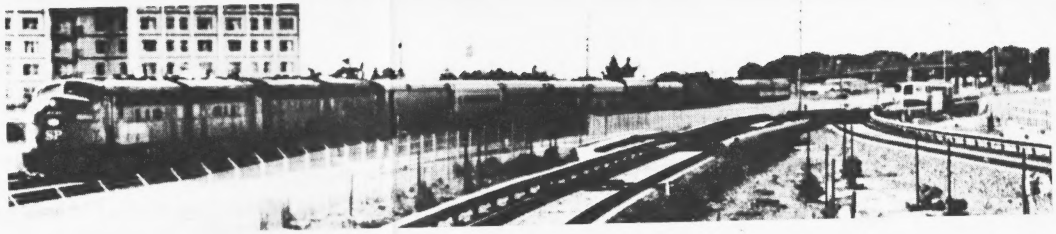
The SOUTHERN CRESCENT's departure from Boston is moved from 9:30 to 10. The former COLONIAL, leaving Boston at 1pm, is now the thru run of the CHAMPION, headed for Florida, but operating on essentially the old COLONIAL schedule. One interesting change is the breaking of a long tradition, namely the 5pm Boston departure time for the MERCHANTS LIMITED. It now leaves at 4, arriving in Washington at 12:30am. There's a Sunday-only Boston departure at 5, with the former 6:30 run now at 6--called the BUNKER HILL. The earlier departure enables it to continue to Philadelphia, filling the schedule of the long-time 11pm departure from N.Y. Eastbound, the EAST WIND goes from 6 to 7 days a week. The 11:05am out of Washington, formerly the COLONIAL, is now the run thru of THE CHAMPION. With the MONTREALER leaving D.C. an hour earlier (4:50), and the SILVER STAR filling its old 5:50pm schedule, there is in essence another corridor run out of Washington in late afternoon. The 7pm Philly-N.Y. run becomes a daily rather than a Sunday-only proposition.

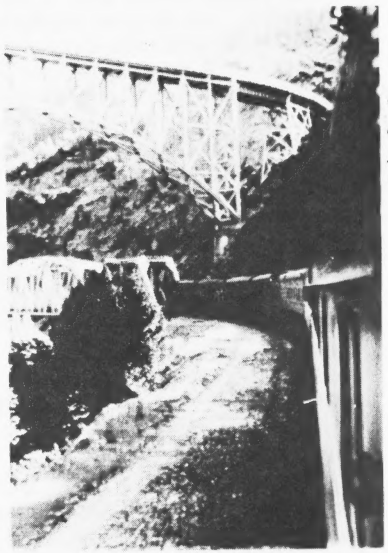
The additional Metroliner runs on Friday and Sunday were mentioned previously in these pages, but another change finds the Sunday-only New Haven-Washington Metro leaving the Connecticut city at 5:40 rather than 4:38.

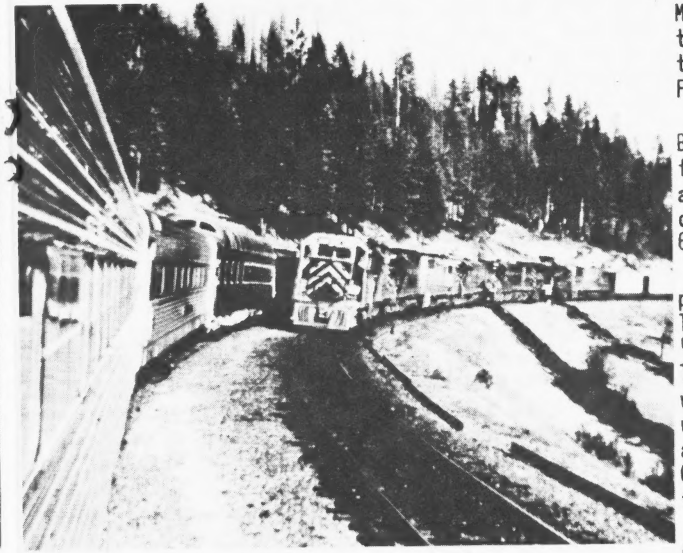
As to the timetables themselves, the traditional New York-Washington table is now a New Haven to Washington folder, while the New York-Philadelphia schedule assumes the read-across rather than read-down format used in the N.Y.-D.C. table for the past few years.

COMING IN THE NEXT ISSUE: Ken Maylath and Peter Roehm cover the big Delaware & Hudson 150th Anniversary train.

MORE ON THE FEATHER RIVER SFZ AND THE "DESCHUTES DAYLIGHT"







For one full week it was a return of the WP's Feather River Canyon route thru California's Sierra when Amtrak's SAN FRANCISCO ZEPHYR was re-routed away from the Donner Pass route due to the damage to the SP yards in Roseville when a freight load of 250-pound bombs began detonating, cause unknown. The result was $6 million damage in the April 28 disaster, and the re-routing of trains 5 & 6 over Western Pacific between Sacramento and a point near Carlin, Nevada. The Eastbound train of the 28th was the first to take the altered route, and the westbound arriving in Oakland May 4 was the last.

In the top photo, the May 4 train whips in at top speed thru Richmond, CA at 6pm for a 3¼-hr late arrival at Oakland. In this unusual shot, made by Ted Nelson, the 12-car train is passing the Richmond BART terminal, and at the far right of the picture is a BART train awaiting the beginning of its southbound run. The view is from the north end of the BART station platform.

In the shot at the immediate right, the first westbound SFZ to use the Canyon detour is pictured about to cross a bridge in the scenic Canyon. At far right, the April 28 train, first Amtrak train to traverse the Canyon, meets a Western Pacific freight at Keddie, CA, just over the famous Keddie bridge. Lucky riders on the train enjoyed an Amtrak-refurbished SP dome for scenery viewing.

In the photo below, the first westbound SFZ is moved slowly thru the WP yards at Portola, CA by WP yard engine 606, as the train is watered, three cars at a time. Railroad rules required the WP engine to pilot the Amtrak train thru the yard area. The last three photos are credited to Wes Roberts.

In our last issue we also told of the re-routing of the COAST STARLIGHT, which we nicknamed the "Deschutes Daylight," on April 26, from Portland, Oregon to Chemult, Oregon, via Bend, for one day only, the result of a freight derailment.

Two corrections in that article should be made: the train ran from Wishram, WA to Bend, OR on the Oregon Trunk line, not Oregon Traction. It was not the first post-Amtrak passenger train to take the route, reader Mike Blaszak reminds us, as the FLYING SCOTSMAN went that way on its trip to San Francisco in September, 1971.

Correspondent Peter Putnam Bretz rode the train south from San Francisco the 27th and reports on the confusion generated by the train's 6-hour lateness.

Despite the massive delay, passengers in S.F. "were only reluctantly informed 'The DAYLIGHT is a little late. No, we don't know why.' One agent didn't want the passengers to know anything until they got to Oakland. ('Let them handle it.')

"The madhouse scene at the Oakland ticket window ensued for a while until it was determined that Amtrak would bus to Los Angeles all passengers making connections beyond an Amtrak service. SP, of course, never did such things. One couple, going to San Antonio on the SUNSET complained that on their trip up from L.A. a few weeks earlier, the SUNSET had been late and they were bused then also! All local passengers had to wait for the train.

"The train finally came along. I had secured a roomette the previous day because I had wanted to sample a day Pullman travel before the new higher fares took effect. Later that evening, as I stretched out on top of the bed, I thought about the old LARK and STARLIGHT and regretted never having ridden them.

"After leaving San Jose (3:58pm) the Amtrak girl, Miss Candy Warren, came by informing the passengers that since we were so late, Amtrak wanted to 'make it up to everyone' by offering complimentary dinners in the diner! Well! That would never have happened in the recent bad old days. Most passengers took Amtrak up on the offer, and arrival at Salinas found me deep into the Swiss steak and baked potatoes. Here we passed the northbound STARLIGHT, which was running ½ hour late. I got off at Oxnard at 12:56 am, or 7 hrs 31 mins behind. That's the latest it's ever been when I've ridden it.

"Oh, yes--about 10pm Miss Warren again urged passengers to get free food, but this time from the snack bar car. Everything that evening was on the house except alcohol and sirloin steak. A very high plus mark for Amtrak in my book. So a horror story ended nicely--thanks to Amtrak who do seem to be making the trains worth riding once again."

THE GREAT LOCOMOTIVE CHASE OF 1973

(The following is reprinted with alterations from the May issue of The Clearance Card, monthly membership newsletter of the Southwest RR Historical Society--6623 Santa Fe Ave., Dallas, Texas 75223. In Dr. Dan Monaghan's letter in our last issue he briefly summarized his work in filming SP freights on the disputed Dallas-Houston route for TV showing. Here he adds many more fascinating details of the event.)

The background of the SP refusal to run service from Dallas to Houston was reported in earlier issues of RTN (see 1st April issue). It is unfortunate that SP allowed their image to be tarnished when they could have made a grand gesture of the new service and scored a PR hit that would have been far beyond what money could buy. One railroad VP remarked that they were giving the entire industry a black eye. Their luck was little better elsewhere. In addition to their transit hassle in L.A., they burned up a good portion of West Texas and blew up a sizable segment of Roseville, CA, not to mention being in trouble in Tyler, TX, where local chamber of commerce official were embarrassed because they had invited Mr. Biaggini to give a high-toned speech to their annual banquet which turned out to be a cry session bemoaning the state of the railroads, entirely inappropriate for the occasion. Anyway the media have been resonant to railroad affairs in Dallas and elsewhere lately, and it is unfortunate that it could not all have been favorable and a credit to the industry.

The great chase took place on April 16 with KERA-TV personnel. Upon arriving and noting their yellow station wagon with KERA painted all over the sides and end, we offered our opinion that this would constitute a dead giveaway and result in the slowest freight run over the line since steam days. As a result we agreed to move to our '64 Rambler Classic station wagon which is first line equipment and the best available in the household until the '68 Rebel is returned from the body shop. This almost became our undoing.

We ambushed SP's BLUE STREAK MERCHANDISE as it left the Corsicana yard, calling its departure time loud and clear with well coordinated audio and video. The chase was on and the BSM was in good form with 48 cars and three SD units. Action shots were filmed at many points where the road and track parallel and appropriate commentary was supplied from collar microphones worn by newshound Steve Singer and yours truly in the front seat while cameraman Sam Newbury and soundgirl B. J. Ellis occupied the back. As Sam shot thru the windshield we referred to the speedometer and commented on the well-above-70 speeds achieved many times. About the time we reached Thornton, however, our luck began to turn, as the wagon when subjected to the competition of the BSM on the drag strip developed a partially stopped-up radiator and the heat began to rise. Altho this was not intended to be a steam fan trip, we soon developed a pretty good head and it became obvious that a waterstop would be necessary. Stepping our speed up to 80 we got a little ahead of the train, screeched to a stop at a service station, blew down the radiator cap and dropped the spout. This remedy turned out to be good for about 20 miles, at which point a repeat performance was necessary. It was nip and tuck to stay up with the train but we managed to and several excellent shots were made. The crew was anxious to make it to Hearne a little ahead of the BSM, so they could film it coming in. With one last waterstop at Bremond accompanied by a silent prayer we hit the road again at a point where the trains usually give it everything they have. We put it back on the 80 plus mark and vowed we were going to Hearne if the head blew off. About 8 miles north of Hearne we succeeded in gaining a lead on the train, which was clearly reflected in the car's heat gauge and smoke began to pour forth from the hood and underneath and shortly from the tailpipe as the oil began to break down. About this time we met another SP freight on a siding and it was almost too much when the brakeman, sitting with his arms folded in the cab window, saw our comet zooming down the road and gave us the classic hot-box signal with his nose pinched between his thumb and forefinger.

The crew were instructed to hit the ground running as we screeched to a stop at a service station just north of the MP crossing in Hearne, knowing we would never get the motor started again until it cooled. They set up their camera and sound by the track

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(continued from page 8)

Maybe the diners once again would have tablecloths and real flowers. Maybe connections could be improved. Maybe, after so many years, someone now cared about passenger trains. Time would tell.

In May of 1973 the COAST DAYLGHT (4 days a week) and the COAST STARLIGHT (3 days) represent an Amtrak success story in the West. Schedules remain largely the same, altho the thru cars to San Diego were dropped early in 1972 due to switching problems in Los Angeles. During most of 1971 and early 1972, many Western travelers wondered if Amtrak really intended to keep this train around. Abysmal on-time performance, long periods of operation without any kind of lounge car (in violation of DOT requirements), and initial continuation of vending machine food service on the DAYLIGHT did not signal good intentions from 955 L'Enfant Plaza.

As 1972 progressed, changes began to appear--with the belated introduction of menus which finally abolished forever the infamous $7 SP steak without any reasonable trimmings. The first Amtrak-striped coaches appeared in April of 1972, and refurbished equipment gradually went into service during subsequent months. Now, in May 1973, the train generally operates with all-Amtrak cars except when peak demands require a few additional un-striped cars. Round-end tavern observations from the SCL operated thru from Seattle to Los Angeles for a while, but the wide separation of the mid-train diner and the tail end lounge by as many as eight coaches was a distinct disadvantage, and the cars were placed on the 4-times-weekly DAYLGHT. The 1972 summer passenger deluge convinced Amtrak that a single diner was not enough for a train with more than 350 passengers, and supplementary diners were added for sandwich and beverage services. Extra coaches frequently are added for the Oakland-Los Angeles segment of the run. The May 1973 version of the STARLIGHT usually is a 14-car train, headed by two powerful SP SDP-45's and an F unit. Trailing the power will be a baggage dormitory (or sometimes a baggage and a separate dormitory car), 3 or 4 coaches, a snack lounge (former C&EI or L&N cars), a full diner, a refurbished ex-SCL lounge with cassette TV's (which still don't function adequately) and 3 or 4 sleepers. Most cars are ex-Santa Fe or SCL cars, but an occasional UP or SP car spices the lineup. Planned consist for the summer will include up to 7 coaches and the train will run daily Los Angeles-Seattle starting June 10.

The COAST DAYLIGHT which fills in on the alternate days for Oakland-Los Angeles travelers currently carries a baggage car, 3 or 4 coaches, a full diner, and a round-end tavern observation lounge. Its shorter consist is well-patronized, but the greater popularity of Coast Route travel on the tri-weekly thru-service days is ample testimony to the importance of connections--the STARLIGHT connects with the tri-weekly SUNSET LIMITED at Los Angeles, and provides the only Northwest connections for Seattle and Vancouver, B.C. Passenger Service Representatives, red-jacketed stewards, and smartly-dressed porters are typical, and an increasing number of on-board employees are young and eager. This is a sign that Amtrak is on its way to success. Timekeeping on the Coast Route still remains a problem, particularly southbound where BN seems unable to deliver the train to Portland with reasonable record of success. However, Amtrak has done its best to fill the gap by providing emergency bus connections for passengers connecting at Los Angeles with the outbound SUPER CHIEF and SUNSET. While the bus ride doesn't substitute for on-time train performance, it does show Amtrak's concern for its passengers.

Despite the many success signs, problems and service deficiencies remain. The issue of dome service is unresolved, as is Amtrak's desire to operate a form of auto-train service up and down the coast. Opposition by SP has snagged both attempts. RTN believes that the heavily traveled Bay Area-Southern California corridor could support a second train (logically an overnight resurrection of the LARK) despite the distance factor, and RTN continues to urge reinstatement of the San Joaquin Valley service

torpedoed by the President's Office of Management and Budget. Year-round daily service to the Northwest remains a vital goal, as it does on the Overland Route. The San Diego-Los Angeles corridor service has built new business in the face of parallel freeway competition, and with skyrocketing gasoline prices and increasing traffic congestion, will be a natural for significantly improved corridor-type services. Extension of some trains to Santa Barbara to provide a complete Southern California Corridor run would be a natural for some form of Turbo service.

more on Amtrak's future

In the last issue we made suggestions for additional trains to expand the Amtrak system and asked for readers to fill us in on other additions that would improve American rail travel. George Lerrigo, Editor of the Vermont Association of Railroad Passengers Newsletter, brought these ideas: (1) Expand and re-equip the Empire Service with a N.Y. or Boston to Chicago train with sleeper, sleepercoach, diner and lounge service. In any event, Boston sleeper and coach would run to Chicago. Service to Cleveland would thus be restored. (2) Extend one of the Buffalo runs to Toronto with sitdown food service. (3) Place Amtrak equipment, and enough of it, to handel the crowds on all Empire Service trains, which should be on an every-2-hour schedule out of Albany. (Things have gotten so bad for Greyhound that Fred MacMurray is doing anti-Amtrak advertising for the Albany-N.Y. trade on TV.) (4) A day train on the Connecticut Valley line with sitdown food service, cross-platform transfer to Metroliner in New York, and which could carry Boston cars that could be transferred to a Boston train without a switcher movement by backing into the station. (5) A day train to Pittsburgh from New York City. (6) A third inland route train (via Springfield) to Boston. (7) Auto-train service New Jersey-Chicago, perhaps with thru cars to the West Coast in the summer.

Some Midwestern changes were proposed by Michael Blaszak: (1) Revived trains between Chicago and Green Bay, Rockford, and Madison, as well as summer-only service to the north woods of Wisconsin (C&NW's FLAMBEAU 400 did all right on this run prior to May 1, 1971). (2) Overnight service between Chicago and the Twin Cities. (3) A day train between Chicago and Omaha or Lincoln on BN.

Robert J. Swan points out that re-scheduling of the FLORIDIAN to arrive earlier in Birmingham would permit a connection from the SUNSET LIMITED/SOUTHERN CRESCENT for travelers from the Southwest to Florida. The connection is presently not missed by much, and the train lays over a long time in Jacksonville. Why not make the Birmingham stop longer to allow this connection?

need for better track

In our recommendations in the last issue we concentrated on new routes and new trains rather than roadbed and equipment needs which are actually more basic. As Robert J. Casey, Executive Director of NARP reminds us, one should really start with the roadbed problem--a fact with which we cannot disagree. In earlier articles in RTN it has been detailed repeatedly that much of the nation's track is too rough for comfortable train travel, and the slow speeds required by poor track represent a formidable factor that makes most train travel slower than the "old days" and severely hurts the cause of the rail renaissance. Senate hearings will soon take place on several proposals for dealing with the problems of bankrupt Northeastern railroads (see separate news article), and a bill is now before the Senate to form a Northeast Rail Line Corporation similar to Amtrak that could deal with the bad track problem that individual railroads must now neglect. This bill (Senate bill S. 1031) deserves strong support if passenger train service is to succeed in this country. Anthony Haswell of NARP called the problem of track and roadbed improvement "imperative." Many of us will be working to support this very basic improvement needed in our railroads.

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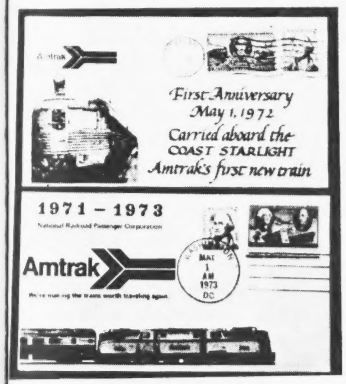
just in time to catch the locomotive coming by and panning it into the Hearne station, calling time again and expounding upon what the SP could do in the way of fast running when they put their mind to it. They came back across the road looking like the cat that had eaten the canary.

Limping back to Dallas at 50mph, we set up again along some of SP's beautiful welded rail trackage. We examined and commented upon the fine condition of their property, when the headlight of the second BSM showed over the hill. Sam moved the camera back and got a beautiful action shot of it going by at about 70. They did a masterful job of editing the film and aired it on "Newsroom" the next day. Altho SP got the horselaugh the rest of the week as a result of their complaining about slow speeds and bad track, it actually was a credit to their operating efficiency.

Someone wrote Mr. Biaggini a tongue-in-cheek letter accusing him of failure in his job in allowing SP track to deteriorate so that it was becoming the Penn Central of the Southwest. He sent carbons to all the other railroads, motor freight lines, and freight airlines informing them that he was sure they would enjoy knowing how poor their competitor's facilities were. The local manager of a motor freight line called the writer and said he almost fell out of his chair laughing when he read the letter. He said he sent out immediately for a frame and hung the letter on the wall.

Outside of that it was a quiet week...

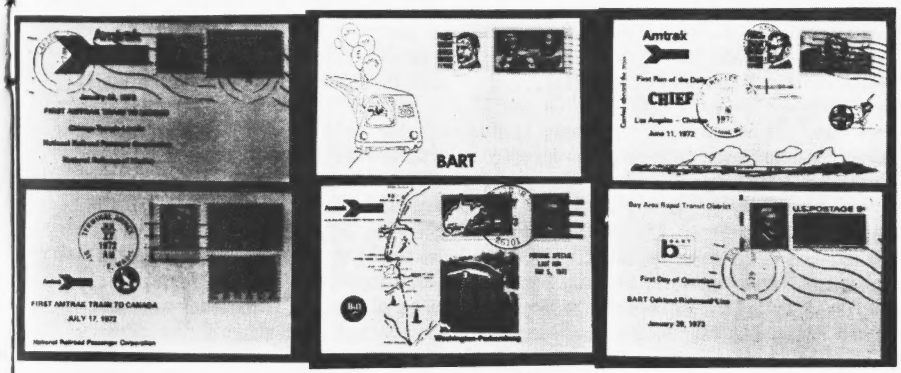
SOUVENIR RAILROAD PHILATELIC ITEMS FOR YOUR COLLECTING PLEASURE



Stamps on individual items may differ from those shown

The publishers of RTN have prepared more souvenir covers (stamped envelopes) and postcards commemorating important contemporary passenger railroading events. Our 2 Amtrak Anniversary covers are pictured at left--one for the 1st (1972) anniversary specially postmarked at Portland and carried on the COAST STARLIGHT; and one for the 1973 anniversary, specially hand cancelled at Washington on May 1, 1973. Limited quantities; $1.50 each. All franked with interesting commemorative stamps usually with railroad motifs.

Below are six postcards, $1.00 each: (1) 1st day of operation of the INTER-AMERICAN to Mexico, postmarked at Laredo Jan. 27; (2) 1st day of PACIFIC INTERNATIONAL to Canada; (3) BART opening, Oakland 9/11/72; (4) last run of POTOMAC SPECIAL, Parkersburg 5/5/73; (5) 1st run of the CHIEF, carried on train to L.A.; (6) BART Richmond line opening, Richmond 1/29/73. TAKE 20% DISCOUNT ON ORDERS OF 3 OR MORE ITEMS. Californians add tax. Write: MESSAGE MEDIA, BOX 9007, BERKELEY, CALIFORNIA 94709.



mixed train of thoughts

JUST LEARNED AT press time: three "dome dormitories" will go onto three of the six SAN FRANCISCO ZEPHYR consists this summer, with ex-SP dome lounges on the remaining trio. The new cars are presumably the low-profile ex-SCL dome sleepers that Amtrak earlier sent onto the route for testing for clearances (see article in RTN, 2nd Mar. issue)..... THE PRAIRIE STATE was to be upgraded April 29, with refurbished dome parlor observation "Silver Tower" and "Disco Pub Cars" which apparently will be removed from the MONTREALER. Parlor service had ended on that train when it began operation thru to Milwaukee..... NEW PAINT SCHEME for SP, says Mike Blaszak, will appear first on engines 9301-9337 to be delivered from the LaGrange plant in July. It will be red and white, and Cotton Belt (SP subsidiary) engines 9157-9165 should also have the new coloring. The new SP engines are SD45T-2 types..... MEXICAN TOURISM OFFICIALS are proposing passenger service between San Diego, Tijuana and Tecate on tracks of the San Diego & Arizona Eastern Rwy and the Sonora-Baja California RR. Passenger runs there were discontinued in 1951. The American portion of the trackage is owned by SP. Mexican officials are even talking about possible auto-train type runs on the route (see RTN, Vol. 1 No. 2 for article on our proposed Canada-Mexico train)..... SAN DIEGO'S HANDSOME station could be demolished after July 7 by Santa Fe, who wants to put up two high-rise buildings there, unless the city's Historical Site Board comes up with some plan--and some money--to preserve the building.....

* * *

AMTRAK'S ADVERTISING CAMPAIGN begun in late spring merits plaudits. Newspaper ads appear with about weekly regularity here and presumably around the country. Most are nearly full-page ads: "How to Ride a Train," "See a Little More along the Way," and "Take a Seat. Any Seat. If it isn't Comfortable, it isn't Amtrak." The last-named ad details the seating arrangements of coaches, showing a model interior with dimensions written in..... AMTRAK'S SECOND ANNIVERSARY was celebrated at Washington and Chicago Union Stations with a display of refurbished equipment, a two-year progress report, and statements about Amtrak's successes to date. President Roger Lewis said that in 2 years the more than 25 years of declining patronage had been reversed, and that Amtrak had "gotten Americans to start riding inter-city trains again." He said Amtrak has "demonstrated that the Amtrak concept is sound"..... JUNE ISSUE OF Trains Magazine contains several interesting things, including a 2-page color photo of SP dome lounge 3603 made before it was involved in the SFZ wreck reported in RTN a while back. It is due out of the shops the end of this month, presumably with an Amtrak number rather than an SP number on it. Also see the editor playing one of those vile automat machines SP used to use. The photo cropping makes the machine's sign read (appropriately, in our experience) "Old Food"..... DAVID W. KENDALL'S position on the Amtrak Board of Directors--he was head of the incorporators of the organization--expired the end of April, and our last issue of RTN to him was returned stamped "Unknown - Return to Sender." People are forgotten awfully fast, it seems... HARBRIDGE HOUSE INC. of Boston did an important study of Amtrak's mission, for the corporation. We had hoped to cover it in some detail this issue, but couldn't squeeze it in. Hopefully, next time..... READER DONALD MACLEAN of Concord, Calif. agrees with our reports that both CN and CP are trying to discourage Canadian train travel now. He wrote both railroads in Montreal for information. CN sent only a form letter--not even a timetable--giving departure time of the SUPER CONTINENTAL at Vancouver and arrival time at Montreal, plus the fare. CP sent a timetable giving no information on fares, equipment, or connections to U.S. points except the Toronto-Buffalo service..... WE ALSO HAVE a report on CP's food service on the CANADIAN: passable quality, most selections reasonably priced; no soup or salad with dinner, not even with the big $7.59 filet mignon; limited selection; plastic tablecloths of bright colors (with cigarette burns already). Identical menus in both the diner and the Skyline cafe-dome-coach, apparently to exhibit the diner s redundancy.....

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QUOTES OF THE WEEK***

"Amtrak is losing on every dollar and they operated at a loss of $200 million in 1972. Their operating expenses were twice as much as their revenue. Not only can't we get fuel, but prices are constantly going up and our buses only get about six miles per gallon."

--F. R. Chase, Chairman of the National Bus Traffic Association, May 1, quoted by Associated Press

"Considering the notorious pilferage and vandalism problems in rail yards across the country, far more than routine security measures should be applied in the transportation of such dangerous cargo. Obviously, no extra precautions were taken in this instance and the lapse adds up to one heck of a poor way to run a railroad."

--Seattle Times editorial, May 3, concerning SP Roseville yards explosions of bomb cargo

"If the Southern Pacific, as its critics allege, really wants Amtrak to fail, then its actions are totally logical. Passenger train service most assuredly isn't going to succeed under the conditions SP is trying to impose. The conditions make no sense on any other terms. Passenger trains used to run regularly between Houston and Dallas in far less than nine hours--and without the disruption in freight schedules which SP professes to fear."

--Dallas Times Herald editorial, April 16

Urban-Suburban Transit

NEWS OF BART: The Bay Area Rapid Transit line between Oakland and Concord, CA is the next to open, on May 21. The new route is 20 miles along and has seven stations. A 3.8-mile long tunnel thru the Oakland-Berkeley hills is a feature of the route. Until the line to San Francisco is opened in September, all trains from Concord will terminate at MacArthur Station, Oakland, and transfers to the Richmond-Fremont line must be made. Ceremonial trains are scheduled to run on the line about 11:20am May 21 before it opens to the public. In other news, BART announced this month that its next order for transit cars will be put to competitive bidding rather than given to Rohr Corporation. Thus the District may acquire some cars quite different from those now being used. BART has an option to buy 100 more cars from Rohr, but because of dissatisfaction with equipment malfunctions, bids will be asked for, and it is expected that six or seven builders will enter bids, according to Harre Demoro of the Oakland Tribune...

ARIZONA OPTS FOR TRANSIT: The anti-freeway, pro-transit movement seems to be flourishing in the Phoenix area. Phoenix voters on May 8 rejected a plan to construct an elevated freeway thru the heart of the city. The freeway had been planned for 13 years, and the no-confidence vote threw the area's transportation planners into a tailspin. Just a few weeks earlier, a plan was announced in nearby Mesa to study the possibility of using SP tracks to link that growing city with Tempe and downtown Phoenix. The use of rail diesel cars was proposed. SP has apparently not yet been formally approached with the plan...

TORONTO SHAKES: The new commissioners at Toronto's TTC are shaking the place up. Despite sour looks from the operating department, crews were told to spruce up two 1920's "Peter Witt" streetcars for tourist operation in the downtown area. Talking in terms of the "colour of San Francisco" as related to cable cars, the commissioners ordered the following route: from Church & King Sts., west on King, north on Spadina, east on Queen, and south on Church back to King. Church & Spadina have no regular streetcar service, but King and Queen are TTC's two busiest lines, Queen featuring NU 2-car trains in peak periods. The service will run June 25 to Labour Day on a daily basis.

MIXED TRAIN (Contd. from p.15) BURLINGTON NORTHERN CHAIRMAN & Amtrak Board member Louis Menk is quoted in a recent speech as follows: "If a computer had been programming the future of transportation back before the turn of the century, 1890, the machine would have predicted that by 1990 the streets of America would be so full of horse manure that nobody could move." And when Mr. Menk was dispensing his predictions about the future of the passenger train, it seems to us that he was spreading similar material about..... THE ALASKA RAILROAD has its summer schedule out, effective May 21 (lv Anchorage 9am daily, ar Fairbanks 8:30pm; lv Fairbanks 9am, ar Anchorage 8:15 pm), with a photo of 2 ex-UP domes on its "VISTALINER AuRoRa." The cars are lettered "Alaska." Write: Traffic Division, Alaska RR, Box 7-2111, Anchorage, AK 99510..... SUNSET MAGAZINE WAS originally published by Southern Pacific to lure passengers to the scenic beauties of the West. Now under its extremely successful ownership, the Lane Co., it is celebrating its 75th anniversary (May issue). And much to SP's embarrassment, Sunset is selling a $1 poster showing the November 1900 cover, the "only railroad cover in the years Southern Pacific published Sunset." Write for poster "A" to: Posters, Sunset Magazine, Menlo Park, CA 94025. Non-Westerners can get the May issue by mail for 75¢ (including overseas) to same address. SP has a two-page ad in it, Amtrak has an ad, and the issue carries a laudatory article on Amtrak's 2nd birthday..... AN ENDLESS TRAIN in a figure-8 shape is a cartoon heading in the lead article of the New York Times travel section May 13, with an article on commuting between Philadelphia and New York.....

NATIONAL ASSOCIATION OF RAILROAD PASSENGERS

The National Association of Railroad Passengers has been fighting for modern rail passenger service since 1967. NARP, through its intensive lobbying and public relations efforts, played an important part in passage of Amtrak legislation. During the 1973 Congressional review of Amtrak, NARP will conduct a vigorous campaign for expanded Amtrak funding and for effective Amtrak control over the operation of its trains.

We know that many of you are cheering us on. That's fine — but we need more than your applause. We need your active support, and that means your membership and your dollars.

In return, we offer you our newsletter and other timely material. But most of all, we offer you our energy and our expertise in the battle to save essential rail passenger service.

Are you with us? Then act TODAY!

NATIONAL ASSOCIATION OF RAILROAD PASSENGERS
417 New Jersey Ave., S.E.
Washington, D.C. 20003

Yes, I want to join in your efforts to help modernize and expand rail passenger service. My remittance for a year's membership, which includes a monthly newsletter and other material, is enclosed.

Contributing $10 ☐ Participating $25 ☐ Sponsor $50☐
Sustaining $100 ☐ Life $500 or more ☐

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The Age of Steam – Beebe, Clegg. A classic album of 527 illustrations. $15

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Narrow Gauge in the Rockies–Beebe, Clegg. Colorado's slim railroads. $9.95

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The Overland Limited – Beebe. Chicago-San Francisco candy train. $5.95

Pino Grande–Polkinghorn. Michigan-California Lumber Co. $7.50

RR. That Ran by the Tide – Feagans. Ilwaco Rr. & Nav. Co., Wash. $7.50

Railroads in the Woods – Labbe, Goe. Railroad logging, men and equip. $10

Rrs. of Nev. & E. Calif., Vol. I – Myrick. 43 Northern roads, 665 illus. $15

Rrs. of Nev. & E. Calif., Vol. II – Myrick. Southern roads. 573 illus. $15

Redwood Rys. – Kneiss. Northwestern Pacific and predecessor lines. $6

Rio Grande – Beebe. Railroading in Colorado's mountains. $12.50

Rip Van Winkle Rrs. – Helmer. Four Catskill Mt. lines, steam. $7.50

The Rutland Road – Shaughnessy. Influenced economy of New Eng. $11.50

The Search for Steam – Collias. Best steam action photos, great artists. $15

Ships and Narrow Gauge Rails – Best. West Coast rail-marine operation. $6

Sierra Railway – Deane. California's well known short-line, still runs. $7.50

Snowplow – Best. Equipment needed to keep trains rolling. $6

South Pacific Coast–MacGregor. Carter cars through the redwoods. $10.95

Steamcars to the Comstock – Beebe, Clegg. V&T, C&C Railroads. $5.95

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